

pride, but that general pride to which I have alluded. I have no doubt that the announcement that the road had almost reached the Rocky Mountains, and would shortly reach there, came with such surprise upon the people of this country in general, that it was difficult for any person to meet the statement in a purely political manner, and therefore I was not surprised at the exclamation that the road was being built altogether too fast. I have alluded to the history of that important work, but I may recall the attention of the House to a comparison between the manner in which it was dealt with as a Government work, and that in which it was dealt with as a private enterprise. We all, indeed, are pained to look back upon those weary ten years, during which this important question hung like a pall over the face of this country. Both parties had great difficulty, it is useless to deny, in dealing with the work which now and then threatened to retard the material progress of the country; however, having entered upon the work, having induced British Columbia to join Confederation, each party recognized its bounden duty to carry that work through at all hazards. The question was how it could be done without becoming a burden on the resources of the country. That was the favorite phrase, I believe. Now, I say that with this two years of Government supervision, though the progress made was small—and I think that the paper to which I allude will agree with me that it was too small—we have the fact that during all that time, under both Governments, the sum total of mileage put under construction was something like 637 miles, while up to the time that the Liberal Government went out of power I believe not one mile was in operation. Notwithstanding that, when their successors came into power, they also found difficulties in the way in dealing with that matter as a public work. They took the responsibility, however, upon their shoulders; they saw that the work had to be completed, and they took the bold step of contracting with a company to build that work upon the terms agreed upon, and they came down and asked Parliament to ratify that contract. Parliament did ratify it; and in June last they went to the people for their approval, and the people ratified both it and the fiscal policy to which I have alluded. Now, Mr. Speaker, we were unable in June last, to predict all that has happened in the year which is past; we were unable to foresee the wonderful and extraordinary manner in which the Company has dealt with the road itself, owing to their great energy, and which has resulted in the filling up of the North-West in such a remarkable manner. At that time, sanguine as they were in regard to the prospects of this country and its resources—I may say that I have never heard any public man predict what happened during the past year in Manitoba and the North-West—not only has wonderful progress been made with the road itself, but immigration into that country, the successful inception of enterprises, the happy beginning of cities, rising, as it were, almost in a day—all this shows the successful manner in which the Canadian Pacific Railway Company have fought the difficulties in their way and proceeded with the construction of the road; so that instead of having only 637 miles under construction, as we had during the ten years preceding, we find that this Company, composed of private citizens and managed by private enterprise, is in the proud position of being able to show 646 miles additional of the main line under construction, and 113 miles of branch lines, making a total of 759 miles in two years. Not only that, but they can show that 561 miles are now in operation, and they are now managing and operating nearly as much as this country built during the ten years from 1871 to 1881. Now, it is not a question of mileage, it is not a question merely of so many days work, but we have the pleasant prospect before us of the work of the succeeding year, as the Company expect not only to reach the Rocky Mountains in 1883, travelling through the fertile plains, but to

convey passengers and traffic over that road to the Rocky Mountains from the Atlantic Ocean, reaching the ultimate destination of the road, the Pacific itself, not later than in 1887. And can we doubt that they will succeed in overcoming all these difficulties? Why should we? They have accomplished just as much of the work during the last two years as now lies before them in the next four years, and we shall soon be able to reap the incalculable benefits to be derived from having a railway line across the continent, not the least of which will be those accruing to this country from the opening up of the immense wheat region of the North-West and the grazing lands at the base of the Rocky Mountains. The Company expect to do this in a year by using the lake from Algoma to Thunder Bay, and thus connecting the two portions of the road they will operate it until the link of the Lake Superior section is finished in 1887. Now, what does this represent to the country at large? First, we have the fact that in the present state of that road the trade between Manitoba and the North-West and Eastern Canada amounted, in the year 1881, to over \$11,000,000, and in the year just past \$12,000,000. We have the wonderful prospect before us of an enormous increase in traffic and immigration when that road is completed. At the same time, we observe that the world at large is now looking upon our Great North-West with surprise and admiration, a country that only a few years ago was regarded as ice bound for half the year. We find that in the neighboring Republic, where the people have a very good opinion of their own country, their Congress is now bestowing a great deal of attention upon our North-West, such as I am sure it never got before. Only a few days ago I noticed remarks on the Tariff discussion in Congress, which I think the House will pardon me for reading. A gentleman rose and said in reference to this country:

“There are five or six millions of people on the other side, and an area that is unlimited as to its future development, that may come in competition with the United States.”

He then goes on to refer to the enormous value of cattle and breadstuffs imported from this country, and, continuing, says:

“Anybody who will read the advertisement of the Canadian Pacific Railway through to the Pacific will perceive that they reach and spread out before the world a region that is amply sufficient as they claim to compete with all the world for wheat.”

Now, that shows the effect of the happy progress of that road, and it shows the important assistance that Company is giving to the Government of this country in proclaiming abroad the enormous resources of our North-West, at the same time that it shows that the energetic advertising the Company is doing is having its effect upon foreign nations. Not only that, but as we develop this country it attracts attention in no unmarked degree. In that same Congress, on another day, the resources of this country were held up to the astonishment and admiration of the world. An hon. member said:

“The gentleman from Kentucky stated that we had ample protection in the west by the increased charges of transportation on ores. This is a mistake, Mr. Chairman. Does not the gentleman from Kentucky know that just across the Canadian border there are vast fields of iron ore, and that it is as common in that country as in this? Does not he know that it can be mined in Canada and taken to Buffalo or Pittsburg cheaper than it can be taken to those cities from any other place except from the State of Pennsylvania alone? Does he not also know that there is no protection in that? Does he not know that on the borders of Minnesota, on the Canadian frontier, there has been discovered lately a vast deposit, the most extensive known in this country, of iron ore suitable for the very best quality of Bessemer steel, and that the cost of transportation on this ore will be but a trifle in excess of the same ore mined in Minnesota just this side of the line? This vast bed of ore of which I now speak is so great, as I have been informed, that it can supply all that is needed for the whole country for many years, and that it is also a good Bessemer ore.”